

USS McINERNEY (FFG-8)

SEMAT HULL AND SUPPORTING STRUCTURE SURVEY

9/13/02- 9/18/02



PREPARED BY
SUPERVISOR OF SHIPBUILDING
CONVERSION AND REPAIR
PORTSMOUTH VIRGINIA





4646 WITCHDUCK ROAD
VIRGINIA BEACH, VIRGINIA. 23455-6215
PHONE: 757-490-5000
FAX: 757-490-5027

17 September 2002
Serial # 1697BJ 070

Q.E.D. Systems, Inc. was tasked by the Supervisor of Shipbuilding Conversion and Repair, USN (SPORT) Portsmouth, VA to conduct an Ultrasonic Thickness (U/T) Survey of specific locations on board USS MCINERNEY (FFG-8) during the period of 14 TO 18 SEPTEMBER 2002.

The survey was conducted by;

Francis J. (FRANK) LaRock Certified Level II, 09 March 2001

Francis J. (Joe) LaRock Certified Level II, 21 December 2001

The instrument used was a Krautkramer Branson, Model DMS-2TC.

Serial Number:	00N3V8
Calibration Date:	22 February 2002
Probes Used:	TC 560 FH 2 E KBA 525

I have reviewed the results of the survey and approved of the findings. The discrepancies have been recorded on MAF's and are included in this report.


Francis J. LaRock

USS McINERNEY (FFG-8)

HULL AND SUPPORTING STRUCTURE SURVEY

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USS MCINERNEY (FFG-8)
SEMAT HULL AND SUPPORTING STRUCTURE SURVEY

A SPECIAL SEMAT VISIT WAS HELD ONBOARD **USS MCINERNEY (FFG-8)** FROM 13 TO 18 SEPTEMBER 2002 AT NAVAL STATION MAYPORT, FLORIDA.

THE MOST CRITICAL AREA NOTED WAS THE DETERIORATED MARGIN PLATE IN THE LAUNDRY. ALL CRITICAL INSPECTION AREAS WERE TESTED USING ULTRA-SONIC THICKNESS GUAGING. THE FOLLOWING PICTURE PAGES, DRAWINGS AND MATERIAL ASSESSMENT FORMS ARE THE RESULTS OF THIS SURVEY.

PERMANENT REMOVAL OF HULL INSULATION IN THE MACHINERY SPACES, THE EDUCTOR ROOM AND THE SONAR COOLING EQUIPMENT ROOM WOULD REDUCE CORROSION SIGNIFICANTLY.

USS McINERNEY (FFG-8)
HULL AND SUPPORTING STRUCTURE SURVEY
UNSATISFACTORY AREAS

LOCATION	AREA	RESULTS
4-140-0-Q LAUNDRY JSN-P226	PORT MARGIN PLATE	MARGIN PLATE HOLED AND THINNING BELOW 25% MINIMUM
5-51-0-Q FWD EDUCTOR ROOM JSN-P227	BILGE AREA	DETERIORATED STRINGERS PORT & STBD
5-51-0-Q FWD EDUCTOR ROOM JSN-P228	ENTIRE SPACE	SATURATED INSULATION CORROSION
5-250-0-E MAIN ENGINE ROOM JSN-P096	PORT SIDE 1 FT AFT OF FRAME 270 STRINGER NO.7	STRINGER WEB HOLED
5-250-0-E MAIN ENGINE ROOM JSN-P097	PORT AND STARBOARD BETWEEN FRAMES 250-278 STRINGERS 10 TO 13	CORROSION/ SCALING WET INSULATION
5-212-0-E AMR 2 JSN-P072	STARBOARD SIDE STRINGER NO.6 AT FRAME 220	FLANGE DETERIORATED
5-212-0-E AMR 2 JSN-P071	AFT BHD (250) THIRD VERTICAL STIFFENER TO PORT	LOWER SECTION IS DETERIORATED
5-212-0-E AMR 2 JSN-P073	PORT AND STARBOARD BETWEEN FRAMES 212-228 FROM STRINGERS 11 TO 13	CORROSION, SCALING WET INSULATION
5-180-0-E AMR 1 JSN-P229	PORT SIDE AT BHD 180 STRINGER NO. 6	WEB DETERIORATED
4-48-1-Q SONAR COOLING EQUIPMENT ROOM JSN-P074	ENTIRE SHELL	DETERIORATED INTERCOSTALS SATURATED INSULATION
3-84-0-E A/C MACHINERY ROOM JSN-P075	PORT SIDE OUTBOARD OF A/C PLANT BETWEEN FRAMES 92&100 FROM DECK UP APPROX. 4FT.	SATURATED INSULATION, CORROSION
4-140-1-L CLEANING GEAR LOCKER JSN-P230	SHELL FROM DECK UP APPROX. 3FT.	SATURATED INSULATION, CORROSION

USS McINERNEY (FFG-8)

SATISFACTORY AREAS

LOCATION	SPACE DESIGNATION	MCA SUBMITTED
3-32-1-K	FLAMMABLE STORAGE LOCKER	YES
3-36-2-T	ESCAPE TRUNK	YES
3-40-2-A	CPO STOREROOM	YES
3-46-1-A	SPECIAL CLOTHING STOREROOM	YES
3-48-2-A	MEDICAL STOREROOM NO.1	YES
3-53-2-A	GAUGE CAL LAB	YES
3-56-1-A	DECK GEAR STOREROOM	YES
3-100-0-L	CREW BERTHING	YES
3-100-1-L	CREW LOUNGE	YES
3-113-1-L	SANITARY SPACE	YES
3-144-0-L	CREW BERTHING	YES
3-144-2-L	FIRST CLASS BERTHING	YES
3-154-1-Q	PIPING SPACE	YES
3-156-2-Q	PIPING SPACE	YES
3-180-2-C	SWITCH GEAR ROOM	YES
3-180-5-A	DRY PROVISIONS STOREROOM	YES
3-196-2-A	SHIPS STORES STOREROOM	YES
3-328-0-A	SUPPLY STOREROOM	YES
4-32-0-Q	SONAR EQUIPMENT ROOM	YES
4-48-2-L	PASSAGE WAY	YES
4-56-0-M	SMALL ARMS MAGAZINE	YES
4-56-2-A	STOREROOM	YES
4-64-0-M	MAGAZINE	YES
4-100-0-E	APU MACH ROOM	YES
4-140-3-A	LAUNDRY STOREROOM 1	YES
4-151-3-A	CLEANING GEAR LOCKER	YES
4-152-1-A	CHEMICAL DEFENSE EQUIPMENT STOREROOM	YES
4-172-1-E	FIRE PUMP ROOM	YES
5-292-0-E	AUXILIARY MACHINERY ROOM 3	YES
5-368-0-E	STEERING GEAR ROOM	YES
5-376-1-A	STOREROOM	YES

FFG-8 STRUCTURAL INSPECTION RESULTS UNASSESSABLE AREAS.

LOCATION	AREA	RESULTS
3-20-0-Q	CHAIN LOCKER	UNASSESSABLE/REQUIRES GAS FREE
3-64-2-V	VOID	UNASSESSABLE/REQUIRES GAS FREE
3-64-1-V	VOID	UNASSESSABLE/REQUIRES GAS FREE
3-236-1-F	FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE
3-236-2-F	FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE
3-240-1-F	FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE
3-240-2-F	FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE
3-272-1-F	FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE
3-272-2-F	FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE
3-278-1-F	FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE
3-278-2-F	FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE
3-286-1-F	FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE
3-286-2-F	FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE
3-292-8-F	FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE
3-316-1-J	JP5 FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE
3-322-1-J	JP5 FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE
4-H-0-V	VOID	UNASSESSABLE/REQUIRES GAS FREE
4-27-0-V	VOID	UNASSESSABLE/REQUIRES GAS FREE
5-FF-0-V	VOID	UNASSESSABLE/REQUIRES GAS FREE
5-32-0-W	SALT WATER TANK	UNASSESSABLE/REQUIRES GAS FREE
5-56-0-F	FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE
5-64-0-F	FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE
5-84-1-F	FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE
5-84-2-F	FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE
5-100-3-F	FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE
5-100-4-F	FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE
5-116-1-F	FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE
5-116-2-F	FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE
5½-116-0-V	VOID	UNASSESSABLE/REQUIRES GAS FREE
5-132-0-F	CONTAMINATED OIL TANK	UNASSESSABLE/REQUIRES GAS FREE
5-137-1-T	UNDERWATER LOG TANK	UNASSESSABLE/REQUIRES GAS FREE
5-140-1-F	FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE
5-140-2-F	FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE
5-164-0-F	CONTAMINATED OIL TANK	UNASSESSABLE/REQUIRES GAS FREE
5-164-1-F	FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE
5-164-2-F	FUEL TANK	UNASSESSABLE/REQUIRES GAS FREE

MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP USS MCINERNEY (FFG-8)			
SYSTEM SHELL & SUPPORTING STRUCTURE		ESWBS 11011	EIC A100	APL	RIN 79 TGC
EQUIPMENT NAME HULL STRUCTURE		IDENT/SERIAL N/A	LOCATION 4-140-0-Q	WORK CENTER EM02	JSN P226
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4.S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED	
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL 1	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY 3	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 0. NOT APPLICABLE 3	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 0. NOT APPLICABLE 7	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE 7	
MAN HRS EXPENDED 20	MAN HRS REMAINING 300	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE 2
DISCREPANCY DESCRIPTION: PER SEMAT UNDERWATER HULL ASSESSMENT: LAUNDRY(4-140-0-Q) AND LAUNDRY STOREROOM (4-140-2-A) MARGIN PLATE IS HOLED AND SEVERELY DETERIORATED (TANK SIDE 5-140-2-F)					
RECOMMENDED REPAIRS: DE- FUEL, GAS FREE AND CLEAN TANK (5-140-2-F), CROP OUT AND INSERT A 1'X 7' PIECE OF .250 OS PLATE BETWEEN FRAMES 156& 163,AND FROM 1FT FWD OF FRAME 148 TO FRAME 156 .APPROX 16 LFTOTAL. PERFORM NDT ON TANK.PRIME AND PAINT ALL AREAS DISTURBED BY REPAIRS.					
SSPORT C221 POC: A.DAVIS (757-396-4001) EXT(2130) TPOC:					
CSMP SUMMARY: MARGIN PLATE IS HOLED AND SEVERELY DETERIORATED				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1 THRU 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE		QTY	NSN	COST
1					
2					
3					
4					
5					
6					
FIRST CONTACT SAVAGE	RATE LT/ CHENG	SECOND CONTACT PORT ENGINEER	RATE	PHONE	
ASSESSOR / ACT / TECH ID# F. LAROCK J. LAROCK QED SYSTEMS INC (757) 490-5047			TD	TL	LOGISTICIAN TSP

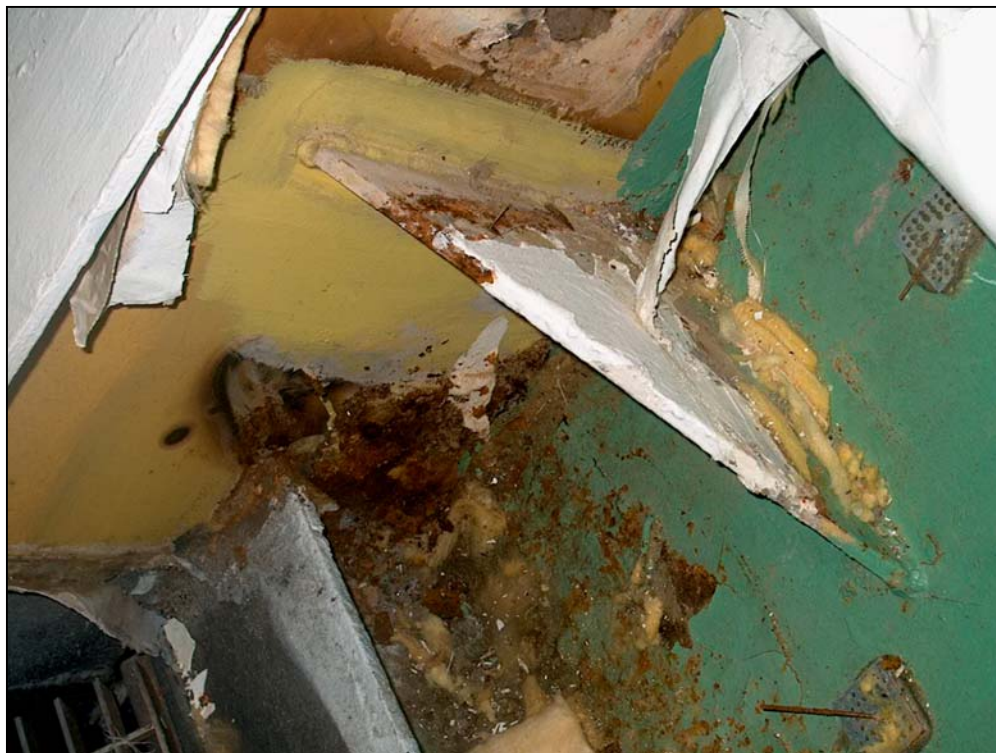
**USS MCINERNEY (FFG-8)
LAUNDRY (4-140-0-Q)**



HOLE IN THE MARGIN PLATE (TANK SIDE 5-140-2-F) APPROXIMATELY 1FT AFT OF FRAME 156. U/T READINGS REVEALED THE MARGIN PLATE IS THINNED BELOW THE 25% WASTAGE ALLOWANCE FROM FRAMES 148 TO 160.



**USS MCINERNEY (FFG-8)
LAUNDRY (4-140-0-Q)**



CORROSION ON THE SHELL AT FRAME 156. INSULATION IS HIDING CORROSION.

FRAME 164

FRAME 156

FRAME 148

FRAME 140

<div>MARGIN PLATE DESIGN THICKNESS .250 MINIMUM .187 (B)STRAKE DESIGN THICKNESS .500 MINIMUM .375 (C) STRAKE DESIGN THICKNESS .375 MINIMUM .282</div>															
				.389 △				.384 △				.394 △			
				.362 △				.374 △				.351 △			
(C) STRAKE															

MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP USS MCINERNEY (FFG-8)			
SYSTEM SHELL & SUPPORTING STRUCTURE		ESWBS 11011	EIC A100	APL	RIN 79 TGT
EQUIPMENT NAME HULL STRUCTURE		IDENT/SERIAL N/A	LOCATION 5-51-0-Q	WORK CENTER EM02	JSN P227
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4.S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED	
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL 1	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY 2	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 0. NOT APPLICABLE 1	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 0. NOT APPLICABLE 7	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE 7	
MAN HRS EXPENDED 4	MAN HRS REMAINING 300	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION		1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE	
DISCREPANCY DESCRIPTION: PER SEMAT UNDERWATER HULL ASSESSMENT: FWD EDUCATOR ROOM 5-51-0-Q					
STRINGERS 1& 2 STBD AND STRINGER 2 PORT ARE DETERIORATED					
RECOMMENDED REPAIRS: REPAIR ACTIVITY CUT OUT STRINGERS FROM 6" FWD OF BHD 51 TO 6" AFT OF BHD 56, REPLACE WITH 10X 4 T BEAMS APPROX 16 LFT.					
SSPORT C221 POC: A.DAVIS (757-396-4001 EXT) TPOC:					
CSMP SUMMARY: DETERIORATED STRINGERS				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1 THRU 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
1					
2					
3					
4					
5					
6					
FIRST CONTACT SAVAGE	RATE LT/ CHENG	SECOND CONTACT PORT ENGINEER	RATE	PHONE	
ASSESSOR / ACT / TECH ID# F. LAROCK J. LAROCK QED SYSTEMS INC (757) 490-5047		TD	TL	LOGISTICIAN	TSP

MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP USS MCINERNEY (FFG-8)			
SYSTEM SHELL & SUPPORTING STRUCTURE		ESWBS 11011	EIC A100	APL	RIN 79 TGT
EQUIPMENT NAME HULL STRUCTURE		IDENT/SERIAL N/A	LOCATION 5-51-0-Q	WORK CENTER EM02	JSN P228
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4.S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED	
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL 4	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY 4	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 0. NOT APPLICABLE 1	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 0. NOT APPLICABLE 7	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE 1	
MAN HRS EXPENDED 2		MAN HRS REMAINING 200		COMPLETED ACTION TAKEN	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE
DISCREPANCY DESCRIPTION: PER SEMAT UNDERWATER HULL ASSESSMENT: FWD EDUCTOR ROOM 5-51-0-Q					
SHELL AND BHD INSULATION IS SATURATED HIDING CORROSION					
RECOMMENDED REPAIRS: SHIPS FORCE REMOVE ALL INSULATION FROM SHELL AND BULKHEADS REMOVE SCALE, PRIME AND PAINT APPROX. 120 SQFT USING EURO- NAVY COATING REPLACEMENT OF INSULATION IS NOT RECOMMENDED					
SSPORT C221 POC: A.DAVIS (757-396-4001 EXT2130) TPOC:					
CSMP SUMMARY: SATURATED INSULATION / CORROSION				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1 THRU 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
1					
2					
3					
4					
5					
6					
FIRST CONTACT SAVAGE	RATE LT/ CHENG	SECOND CONTACT PORT ENGINEER	RATE	PHONE	
ASSESSOR / ACT / TECH ID# F. LAROCK J. LAROCK QED SYSTEMS INC (757) 490-5047		TD	TL	LOGISTICIAN	TSP

**USS MCINERNEY (FFG-8)
FORWARD EDUCTOR ROOM (5-51-0-Q)**



DETERIORATED 10X 4 STRINGER NO.2 PORTSIDE



DETERIORATED 10X 4 STRINGER NO.2 STARBOARD SIDE.

**USS MCINERNEY (FFG-8)
FORWARD EDUCTOR ROOM (5-51-0-Q)**



CORROSION ON STRINGER NO. 3 PORTSIDE. THE HULL INSULATION IS TRAPPING WATER AND CAUSING CORROSION. REMOVAL OF INSULATION IN THE ENTIRE SPACE IS HIGHLY RECOMMENDED.

MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP USS MCINERNEY (FFG-8)		
SYSTEM SHELL & SUPPORTING STRUCTURE		ESWBS 11011	EIC A100	APL 79 TJT
EQUIPMENT NAME HULL STRUCTURE		IDENT/SERIAL N/A	LOCATION 5-250-0-E	WORK CENTER EM01
EQUIPMENT STATUS		PROBLEM STATUS	CATEGORY	EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4.S - SHIP'S FORCE *UNCORRECTED PROBLEMS	1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED	
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL 1	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY 3	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 0. NOT APPLICABLE 1	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 0. NOT APPLICABLE 7	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE 6
MAN HRS EXPENDED 10	MAN HRS REMAINING 100	COMPLETED ACTION TAKEN	S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION		1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE 4
DISCREPANCY DESCRIPTION: PER SEMAT UNDERWATER HULL ASSESSMENT: MER 5-250-0-E PORT SIDE WEB OF STRINGER 7 (1 ST STRINGER FROM MARGIN PLATE) IS DETERIORATED AT WELD SEAM 1FT AFT OF FRAME 270.				
RECOMMENDED REPAIRS: CROP OUT AND REPLACE APPROX 2LF WEB USING .375 OS. PRIME AND PAINT TO MATCH				
SSPORT C221 POC: A.DAVIS (757-396-4001 EXT) TPOC:				
CSMP SUMMARY: WEB OF STRINGER 7 IS DETERIORATED			TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1			STEP# 1 THRU 5	
SYSTEM LEVEL IMPACT:				
PART NO.	NOMENCLATURE	QTY	NSN	COST
1				
2				
3				
4				
5				
6				
FIRST CONTACT SAVAGE	RATE LT/ CHENG	SECOND CONTACT PORT ENGINEER	RATE	PHONE
ASSESSOR / ACT / TECH ID# F. LAROCK J. LAROCK QED SYSTEMS INC (757) 490-5047		TD	TL	LOGISTICIAN TSP

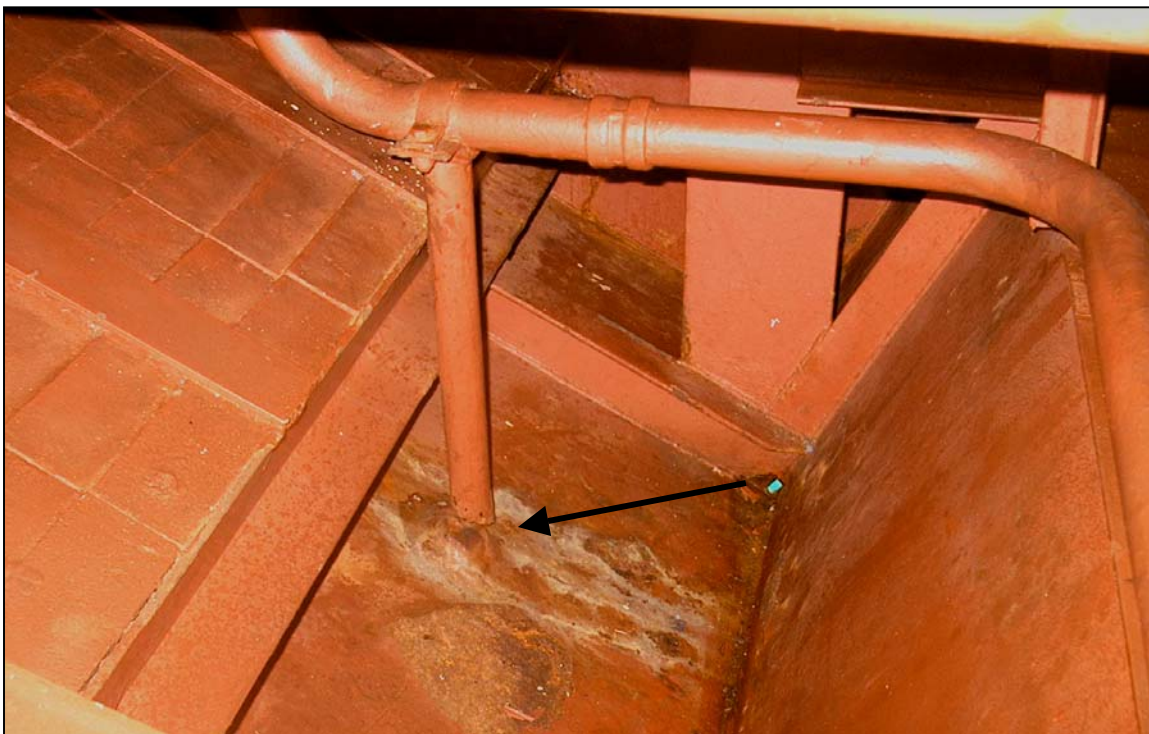
MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP USS MCINERNEY (FFG-8)			
SYSTEM SHELL & SUPPORTING STRUCTURE		ESWBS 11011	EIC A100	APL	RIN 79TJT
EQUIPMENT NAME HULL STRUCTURE		IDENT/SERIAL N/A	LOCATION 5-250-0-E	WORK CENTER EM01	JSN P097
EQUIPMENT STATUS		PROBLEM STATUS			CATEGORY
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4.S - SHIP'S FORCE *UNCORRECTED PROBLEMS			1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED
TYPE/AVAILABILITY		WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL 4		1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY 3	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 0. NOT APPLICABLE 1	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 0. NOT APPLICABLE 7	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE 7
MAN HRS EXPENDED 10		MAN HRS REMAINING 120		COMPLETED ACTION TAKEN	S/F MANHOURS
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION			1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE
DISCREPANCY DESCRIPTION: PER SEMAT UNDERWATER HULL ASSESSMENT: MER 5-250-0-E PORT AND STBD BETWEEN BHD 250 AND FRAME 278. HULL INSULATION IS TRAPPING WATER AND CAUSING CORROSION.					
RECOMMENDED REPAIRS: SHIPS FORCE REMOVE HULL INSULATION PORT& STBD FROM DECK LEVEL TO APPROX 4FT UP REMOVE CORROSION, PRIME AND PAINT USING EURO NAVY COATING. APPROX 120 SQFT REPLACEMENT OF INSULATION IS NOT RECOMMENDED.					
SSPORT C221 POC: A.DAVIS (757-396-4001 EXT 2130) TPOC:					
CSMP SUMMARY: WET INSULATION AND CORROSION PORT & STBD.				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1 THRU 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE			QTY	NSN
1					
2					
3					
4					
5					
6					
FIRST CONTACT SAVAGE		RATE LT/ CHENG	SECOND CONTACT PORT ENGINEER		PHONE
ASSESSOR / ACT / TECH ID# F. LAROCK J. LAROCK QED SYSTEMS INC (757) 490-5047			TD	TL	LOGISTICIAN
					TSP

**USS MCINERNEY (FFG-8)
MAIN ENGINE ROOM (5-250-0-E)**



DETERIORATED WEB OF 1ST STRINGER FROM MARGIN PLATE APPROXIMATELY
1 FT AFT OF FRAME 270.



CORROSION ON SHELL PLATE FORWARD OF FRAME 264. ARROW INDICATES
DETERIORATED PIPE HANGER SUPPORT.

**USS MCINERNEY (FFG-8)
MAIN ENGINE ROOM (5-250-0-E)**



PORT SIDE SHELL BETWEEN LUBE OIL TANK AND FRAME 270.
HULL INSULATION IS CREATING AND HIDING CORROSION.

(D) STRAKE	LUBE OIL TANK		
		Δ .309	Δ .265
		.299 Δ	Δ .366
		.369 Δ	Δ .366
		.376 Δ	Δ .366
		.370 Δ	Δ .364
(D) STRAKE DESIGN THICKNESS .313 MINIMUM .234 (C) STRAKE DESIGN THICKNESS .375 MINIMUM .282 (B) STRAKE DESIGN THICKNESS .500 MINIMUM .375			
		.368 Δ	Δ .376
		.375 Δ	Δ .360
	(C) STRAKE	.367 Δ	Δ .376
	(B) STRAKE	.490 Δ	Δ .485
		.496 Δ	Δ .489
	MARGIN PLATE		

**USS MCINERNEY (FFG-8)
MAIN ENGINE ROOM (5-250-0-E)**



CORROSION ON THE SHELL AFT OF FRAME 270 STARBOARD.
HULL INSULATION IS HIDING AND CREATING CORROSION.

BHD 250				FRAME 258			FRAME 264			FRAME 270			FRAME 278	
INSULATION				INSULATION			<div><div>△</div><div>.301</div></div> <div><div>△</div><div>.293</div></div> <div><div>△</div><div>.298</div></div> <div><div>○</div><div>.293</div></div> <div><div>△</div><div>.297</div></div> <div><div>○</div><div>.295</div></div>			INSULATION				
△ .310	△ .311	△ .310	△ .312	△ .314	△ .310	△ .308	△ .305	△ .296	△ .304	△ .293	△ .291	△ .314	△ .303	
.302	.302	.308	.312	.308	.300	.311	.310	.306	.310	.289	.290	.312	.314	
△	△	△	△	△	△	△	△	△	△	△	△	△	△	
(D) STRAKE														
(C) STRAKE														
(D) STRAKE														
SHELL DESIGN THICKNESS .313														
MINIMUM .234														

USS MCINERNEY (FFG-8)
MAIN ENGINE ROOM (5-250-0-E)
STARBOARD SIDE

F. LAROCK U/T LEVEL 2
J. LAROCK U/T LEVEL 2
QED SYTEMS INC
9/14/02

MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP USS MCINERNEY (FFG-8)			
SYSTEM SHELL & SUPPORTING STRUCTURE		ESWBS 11011	EIC A100	APL	RIN 79 TJD
EQUIPMENT NAME HULL STRUCTURE		IDENT/SERIAL N/A	LOCATION 5-212-0-E	WORK CENTER EM03	JSN P071
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4.S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED	.7
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL 1	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY 4	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 0. NOT APPLICABLE 1	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 0. NOT APPLICABLE 7	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE 6	
MAN HRS EXPENDED 1	MAN HRS REMAINING 40	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION		1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE 4	
DISCREPANCY DESCRIPTION: PER SEMAT UNDERWATER HULL ASSESSMENT: AMR 2 5-212-0-E THE LOWER 2 FT OF THE 3 RD					
VERTICAL BHD (250)5X4 STIFFENER PORT SIDE IS DETERIORATED					
RECOMMENDED REPAIRS: CUT OUT AND REPLACE THE LOWER 2FT OF STIFFENER, PRIME AND PAINT TO MATCH					
SSPORT C221 POC: A.DAVIS (757-396-4001 EXT 2130) TPOC:					
CSMP SUMMARY: 3 RD PORT BHD (250) STIFFENER IS DETERIORATED				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1 THRU 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE		QTY	NSN	COST
1					
2					
3					
4					
5					
6					
FIRST CONTACT SAVAGE	RATE LT/ CHENG	SECOND CONTACT PORT ENGINEER	RATE	PHONE	
ASSESSOR / ACT / TECH ID# F. LAROCK J. LAROCK QED SYSTEMS INC (757) 490-5047			TD	TL	LOGISTICIAN TSP

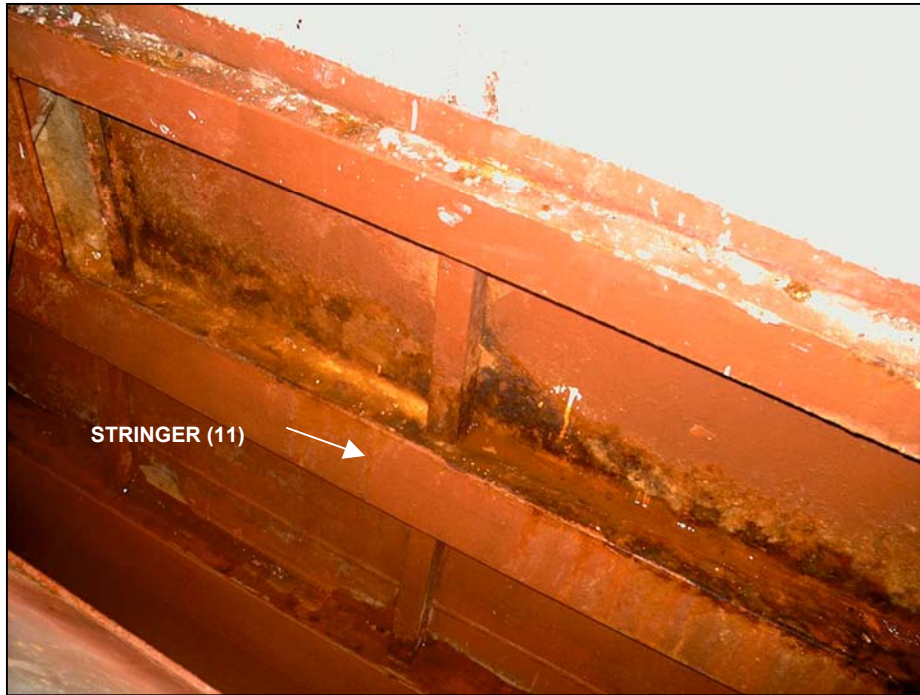
MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP USS MCINERNEY (FFG-8)			
SYSTEM SHELL & SUPPORTING STRUCTURE		ESWBS 11011	EIC A100	APL	RIN 79 TJD
EQUIPMENT NAME HULL STRUCTURE		IDENT/SERIAL N/A	LOCATION 5-212-0-E	WORK CENTER EM03	JSN P072
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4.S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED	
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL 1	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY 3	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 0. NOT APPLICABLE 1	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 0. NOT APPLICABLE 7	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE 6	
MAN HRS EXPENDED 2	MAN HRS REMAINING 60	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION		1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE 4	
DISCREPANCY DESCRIPTION: PER SEMAT UNDERWATER HULL ASSESSMENT: AMR 2 5-212-0-E FLANGE OF STRINGER 6 STBD					
IS DETERIORATED FWD OF FRAME 220 (7X 6 3/4) T					
RECOMMENDED REPAIRS: CUT OUT AND REPLACE APPROX. 30" OF FLANGE USING .375 OS PRIME AND PAINT.					
SSPORT C221 POC: A.DAVIS (757-396-4001 EXT 2130) TPOC:					
CSMP SUMMARY: FLANGE OF STRINGER 6 STBD IS HOLED				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1 THRU 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE		QTY	NSN	COST
1					
2					
3					
4					
5					
6					
FIRST CONTACT SAVAGE	RATE LT/ CHENG	SECOND CONTACT PORT ENGINEER	RATE	PHONE	
ASSESSOR / ACT / TECH ID# F. LAROCK J. LAROCK QED SYSTEMS INC (757) 490-5047			TD	TL	LOGISTICIAN TSP

MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP USS MCINERNEY (FFG-8)			
SYSTEM SHELL & SUPPORTING STRUCTURE		ESWBS 11011	EIC A100	APL	RIN 79 TJD
EQUIPMENT NAME HULL STRUCTURE		IDENT/SERIAL N/A	LOCATION 5-212-0-E	WORK CENTER EM03	JSN P073
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4.S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED	
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL 4	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY 3	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 0. NOT APPLICABLE 0	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 0. NOT APPLICABLE 7	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE 1	
MAN HRS EXPENDED 4	MAN HRS REMAINING 120	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION		1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE 4	
DISCREPANCY DESCRIPTION: PER SEMAT UNDERWATER HULL ASSESSMENT: AMR 2 (5-212-0-E) PORT AND STBD SHELL					
BETWEEN BHD 212 AND FRAME 228, FROM STRINGER S 11 TO 13. HULL INSULATION IS SATURATED CAUSING					
CORROSION ON THE SHELL.					
RECOMMENDED REPAIRS: SHIPS FORCE REMOVE HULL INSULATION, POWER CLEAN AREA TO BARE METAL, PRIME AND PAINT. REPLACEMENT OF INSULATION IS NOT RECOMMENDED. APPROX 120 SQFT TOTAL PORT& STBD.					
SSPORT C221 POC: A.DAVIS (757-396-4001 EXT) TPOC:					
CSMP SUMMARY: SATURATED INSULATION CORROSION PORT& STBD				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1 THRU 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE		QTY	NSN	COST
1					
2					
3					
4					
5					
6					
FIRST CONTACT SAVAGE	RATE LT/ CHENG	SECOND CONTACT PORT ENGINEER	RATE	PHONE	
ASSESSOR / ACT / TECH ID# F. LAROCK J. LAROCK QED SYSTEMS INC (757) 490-5047			TD	TL	LOGISTICIAN TSP

**USS MCINERNEY (FFG-8)
AUXILIARY MACHINERY ROOM 2 (5-212-0-E)**



PORT SIDE FORWARD OF FRAME 228

FRAME 228

FRAME 220

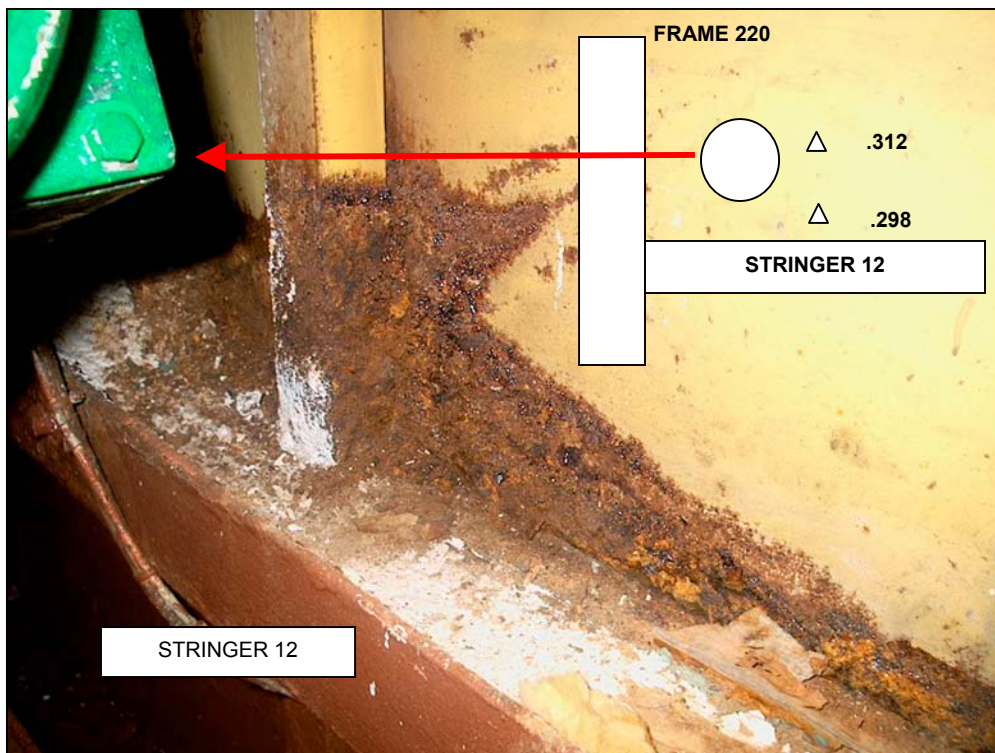
STRINGER 12						
.328	.325	.286	.305	.305	.324	.315
△	△	△	△	△	△	△
STRINGER 11						
SHELL DESIGN THICKNESS .313						
MINIMUM .234						

F. LAROCK U/T LEVEL 2
J. LAROCK U/T LEVEL 2
QED SYSTEMS INC.
9/14/02

**USS MCINERNEY (FFG-8)
AUXILIARY MACHINERY ROOM 2 (5-212-0-E)**



PORT SIDE OUTBOARD OF NO.1 HPAC. REMOVAL OF THE HULL INSULATION
REVEALED HEAVY SCALING ON THE SHELL.



**USS MCINERNEY (FFG-8)
AUXILIARY MACHINERY ROOM 2 (5-212-0-E)**



STARBOARD SIDE UPPER LEVEL BETWEEN FRAMES 212 AND 220
REMOVAL OF HULL INSULATION REVEALED SURFACE SCALING.

BULKHEAD 212

FRAME 220

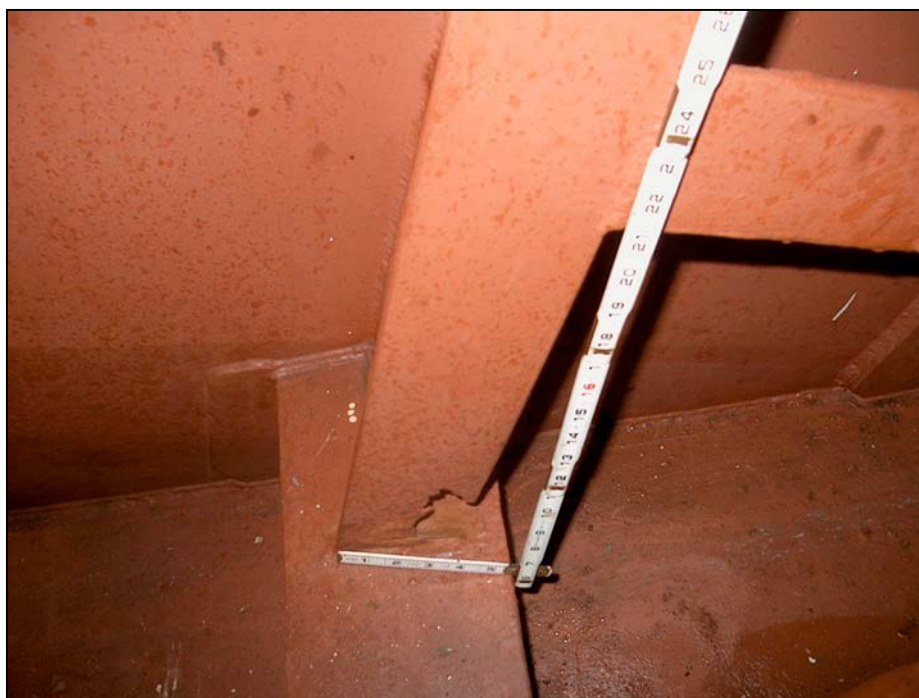
INSULATION COVERED WITH PERFORATED METAL	Δ .298 Δ .280	INSULATION
SHELL DESIGN THICKNESS .313 MINIMUM .234		

F. LAROCK U/T LEVEL 2
J. LAROCK U/T LEVEL 2
QED SYSTEMS INC
9/14/02

**USS MCINERNEY (FFG-8)
AUXILIARY MACHINERY ROOM 2 (5-212-0-E)**



DETERIORATED FLANGE OF STRINGER 6 APPROXIMATELY 1FT FORWARD OF
FRAME 220.



DETERIORATED FLANGE OF BULKHEAD STIFFENER NO.3 PORT SIDE
LOOKING AFT AT BULKHEAD 250.

MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP USS MCINERNEY (FFG-8)			
SYSTEM SHELL & SUPPORTING STRUCTURE		ESWBS 11011	EIC A100	APL	RIN 79 THQ
EQUIPMENT NAME HULL STRUCTURE		IDENT/SERIAL N/A	LOCATION 5-180-0-E	WORK CENTER EM02	JSN P229
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4.S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED	
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL 1	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY 3	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 0. NOT APPLICABLE 1	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 0. NOT APPLICABLE 7	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE 7	
MAN HRS EXPENDED 2	MAN HRS REMAINING 100	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION		1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE	
DISCREPANCY DESCRIPTION: PER SEMAT UNDERWATER HULL ASSESSMENT: AMR 1 5-180-0-E WEB OF STRINGER 6 PORT SIDE					
IS HOLED AT BHD 180					
RECOMMENDED REPAIRS: CUT OUT AND REPLACE APPROX 1 SQFT OF WEB USING .375 OS. PRIME AND PAINT TO MATCH SURROUNDING AREA.					
SSPORT C221 POC: A.DAVIS (757-396-4001 EXT) TPOC:					
CSMP SUMMARY: PORT STRINGER 6 IS HOLED				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1 THRU 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
1					
2					
3					
4					
5					
6					
FIRST CONTACT SAVAGE	RATE LT/ CHENG	SECOND CONTACT PORT ENGINEER	RATE	PHONE	
ASSESSOR / ACT / TECH ID# F. LAROCK J. LAROCK QED SYSTEMS INC (757) 490-5047		TD	TL	LOGISTICIAN	TSP

**USS MCINERNEY (FFG-8)
AUXILIARY MACHINERY ROOM 1 (5-180-0-E)**



DETERIORATED STRINGER NO. 6 AT BULKHEAD (180) PORT SIDE. U/T READINGS OF THE BULKHEAD REVEALED NO SIGNIFICANT METAL LOSS.



CLAD WELD REPAIRS ON BULKHEAD (180) PORT SIDE. ARROW INDICATES LOCATION OF STRINGER 6.

MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP USS MCINERNEY (FFG-8)			
SYSTEM SHELL & SUPPORTING STRUCTURE		ESWBS 11011	EIC A100	APL	RIN 79 TVF
EQUIPMENT NAME HULL STRUCTURE		IDENT/SERIAL N/A	LOCATION 4-48-1-Q	WORK CENTER EM03	JSN P074
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4.S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED	
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL 1	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY 4	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 0. NOT APPLICABLE 1	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7.NORMAL WEAR AND TEAR 0. NOT APPLICABLE 7	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE 7	
MAN HRS EXPENDED 2	MAN HRS REMAINING 200	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION		1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE 4	
DISCREPANCY DESCRIPTION: PER SEMAT UNDERWATER HULL ASSESSMENT: SONAR COOLING EQUIPMENT ROOM 4-48-1-Q					
CENTER AND AFT 2X3 INTERCOSTALS ARE DETERIORATED. HULL INSULATION IS SATURATED.					
RECOMMENDED REPAIRS: CUT OUT AND REPLACE BOTH INTERCOSTALS APPROX. 12 LFT. RECOMMEND REMOVAL OF HULL INSULATION, CLEAN PRIME AND PAINT USING AN ANTI SWEAT COATING. APPROX 64 SQFT.					
SSPORT C221 POC: A.DAVIS (757-396-4001 EXT 2130) TPOC:					
CSMP SUMMARY: DETERIORATED INTERCOSTALS, SATURATED INSULATION				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1 THRU 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE		QTY	NSN	COST
1					
2					
3					
4					
5					
6					
FIRST CONTACT SAVAGE	RATE LT/ CHENG	SECOND CONTACT PORT ENGINEER	RATE	PHONE	
ASSESSOR / ACT / TECH ID# F. LAROCK J. LAROCK QED SYSTEMS INC (757) 490-5047			TD	TL	LOGISTICIAN TSP

**USS MCINERNEY (FFG-8)
SONAR COOLING EQUIPMENT ROOM (4-48-1-Q)**



STARBOARD SHELL. REMOVAL OF HULL INSULATION AND USE OF AN ANTI- SWEAT COATING IS HIGHLY RECOMMENDED. THIS AREA IS A CLASS WIDE PROBLEM.



HOLED 3"X 2 "INTERCOSTAL APPROXIMATELY
2FEET FORWARD OF BULKHEAD (55).



HOLED 3"X 2 "INTERCOSTAL APPROXIMATELY
2FEET AFT OF BULKHEAD (48).

**USS MCINERNEY (FFG-8)
SONAR COOLING EQUIPMENT ROOM (4-48-1-Q)**



HOLED 4TH STRINGER FROM THE DECK AT BULKHEAD (55). THE NATURE OF THE EQUIPMENT AND THE HULL INSULATION CREATES THIS PROBLEM.



CORROSION ON THE DECK AT BULKHEAD (55). LOCATION OF THE DECK DRAIN IS THE MAIN CAUSE OF CORROSION.

BHD 48					BHD 56
		Δ .423	Δ .421	Δ .424	
		.457 Δ	.448 Δ	.433 Δ	
4X8 T-BEAM					

**USS MCINERNEY (FFG-8)
SONAR COOLINGEQUIPMENT ROOM (4-48-1-Q)**

**F. LAROCK U/T LEVEL 2
J. LAROCK U/T LEVEL 2
QED SYSTEMS INC.
9/13/02**

MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP USS MCINERNEY (FFG-8)			
SYSTEM SHELL & SUPPORTING STRUCTURE		ESWBS 11011	EIC A100	APL	RIN 79 TD2
EQUIPMENT NAME HULL STRUCTURE		IDENT/SERIAL N/A	LOCATION 3-84-0-E	WORK CENTER EM03	JSN P075
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4.S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED	
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL 4	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY 3	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 0. NOT APPLICABLE 1	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 0. NOT APPLICABLE 1	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE 1	
MAN HRS EXPENDED 2	MAN HRS REMAINING 40	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION		1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE 4	
DISCREPANCY DESCRIPTION: PER SEMAT UNDERWATER HULL ASSESSMENT: A/C MACH ROOM (3-84-0-E) HULL INSULATION IS SATURATED OUTBOARD OF A/C PLANT PORT SIDE BTW FRAMES 92& 100 APPROX 60 SQFT.					
RECOMMENDED REPAIRS: REMOVE INSULATION, POWER CLEAN CORROSION, PRIME AND PAINT APPROX. 60 SQFT					
SSPORT C221 POC: A.DAVIS (757-396-4001 EXT 2130) TPOC:					
CSMP SUMMARY: SATURATED INSULATION PORT SHELL				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1 THRU 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE		QTY	NSN	COST
1					
2					
3					
4					
5					
6					
FIRST CONTACT SAVAGE	RATE LT/ CHENG	SECOND CONTACT PORT ENGINEER	RATE	PHONE	
ASSESSOR / ACT / TECH ID# F. LAROCK J. LAROCK QED SYSTEMS INC (757) 490-5047			TD	TL	LOGISTICIAN TSP

**USS MCINERNEY (FFG-8)
A/C MACHINERY ROOM (3-84-0-E)**



SATURATED HULL INSULATION OUTBOARD OF A/C PLANT.

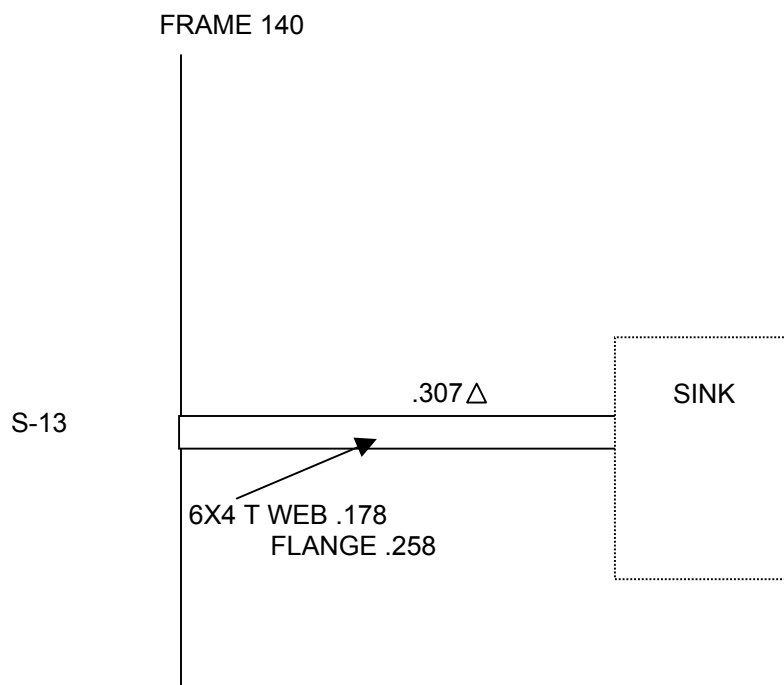
MATERIAL ASSESSMENT FORM

ITEM NUMBER		SHIP USS MCINERNEY (FFG-8)			
SYSTEM SHELL & SUPPORTING STRUCTURE		ESWBS 11011	EIC A100	APL	RIN 79 TEH
EQUIPMENT NAME HULL STRUCTURE		IDENT/SERIAL N/A	LOCATION 3-140-1-L	WORK CENTER EM02	JSN P230
EQUIPMENT STATUS		PROBLEM STATUS		CATEGORY	EOC
1. SAT - SATISFACTORY 2. UNSAT - UNSATISFACTORY 3. TNA - TEST NOT ATTEMPTED 4. TNC - TEST NOT COMPLETED 5. NOB - EQUIPMENT NOT ONBOARD		1. C - CORRECTED 2. A - AWAITING PARTS 3. T - AWAITING TECH ASSIST* 4.S - SHIP'S FORCE *UNCORRECTED PROBLEMS		1. S - PERSONNEL SAFETY 2. Z - EQUIPMENT SAFETY 3. H - HARDWARE 4. D - DOWN 5. L - LIMITED	
TYPE/AVAILABILITY	WHEN TO BE ACCOMPLISHED	STATUS	CAUSE	DEFERRAL REASON	
1. DEPOT 2. IMA 3. TECH ASSIST 4. SHIP'S FORCE 5. SFWL 2	1. IMMEDIATELY 2. PRIOR TO NEXT UNDERWAY 3. PRIOR TO NEXT DEPLOYMENT 4. DURING POST DEPLOYMENT AVAILABILITY 3	1. OPERATIONAL 2. NON-OPERATIONAL 3. REDUCED CAPABILITY 0. NOT APPLICABLE 1	1. ABNORMAL ENVIRONMENT 2. MANUFACTURER/INSTALLATION DEFECTS 3. LACK OF KNOWLEDGE 4. COMMUNICATION PROBLEMS 5. INADEQUATE INSTRUCTION/PROCEDURE 6. INADEQUATE DESIGN 7. NORMAL WEAR AND TEAR 0. NOT APPLICABLE 7	1. S/F BACKLOG/OPERATIONAL PRIORITY 2. LACK OF MATERIAL 3. NO FORMAL TRAINING ON THIS EQUIPMENT 4. FORMAL TRAINING INADEQUATE IN THIS EQUIPMENT 5. INADEQUATE SCHOOL PRACTICAL TRAINING 6. LACK OF FACILITIES/CAPABILITIES 7. NOT AUTHORIZED FOR S/F ACCOMPLISHMENT 8. FOR S/F OVERHAUL OR AVAILABILITY WORK LIST 9. LACK OF TECHNICAL DOCUMENTATION 0. OTHER OR NOT APPLICABLE 1	
MAN HRS EXPENDED 2	MAN HRS REMAINING 120	COMPLETED ACTION TAKEN		S/F MANHOURS	PRIORITY
SAFETY HAZARD: 1. SERIOUS - CORRECT AS SOON AS POSSIBLE 2. SERIOUS - SUSPENSION OF EQUIPMENT/SYSTEM/SPACE REQUIRED 3. SERIOUS - WAIVER OF EQUIPMENT/SYSTEM 4. SAFETY ITEM - MINOR 5. COMBUSTIBLE MATERIAL		1. MAINTENANCE ACTION COMPLETED: PARTS DRAWN FROM SUPPLY 2. MAINTENANCE ACTION COMPLETED: REQUIRED PARTS NOT DRAWN FROM SUPPLY 3. MAINTENANCE ACTION COMPLETED: NO PARTS REQUIRED 4. CANCELLED - DEFERRAL WILL BE REMOVED FROM CSMP 7. MAINTENANCE ACTION COMPLETED: 3-M CAPABILITY UTILIZED 0. NONE OF THE ABOVE, DESCRIBE IN REMARKS/DESCRIPTION SECTION		1. MANDATORY 2. ESSENTIAL 3. HIGHLY DESIRABLE 4. DESIRABLE	
DISCREPANCY DESCRIPTION: PER SEMAT UNDERWATER HULL ASSESSMENT: CLEANING GEAR LOCKER 4-140-1-L					
SHELL INSULATION IS DETERIORATED AND WATER SOAKED					
RECOMMENDED REPAIRS: REMOVE INSULATION FROM STRINGER 14 TO DECK REMOVE SCALING, PRIME,PAINT ,REPLACE INSULATION APPROX 30 SQFT. FABRICATE STAINLESS STEEL PROTECTIVE COVER FOR INSULATION					
SSPORT C221 POC: A.DAVIS (757-396-4001 EXT 2130) TPOC:					
CSMP SUMMARY: INSULATION SATURATED				TEST# MRC 1102/1	
ROOT CAUSE/AMPLIFICATION: H1				STEP# 1 THRU 5	
SYSTEM LEVEL IMPACT:					
PART NO.	NOMENCLATURE	QTY	NSN	COST	
1					
2					
3					
4					
5					
6					
FIRST CONTACT SAVAGE	RATE LT/ CHENG	SECOND CONTACT PORT ENGINEER	RATE	PHONE	
ASSESSOR / ACT / TECH ID# F. LAROCK J. LAROCK QED SYSTEMS INC (757) 490-5047		TD	TL	LOGISTICIAN	TSP

**USS MCINERNEY (FFG-8)
CLEANING GEAR LOCKER (3-140-1-L)**



WET INSULATION AND CORROSION ON SHELL AT STRINGER 13 OUTBOARD OF SINK.



FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	IS THE SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOT	COMMENTS
<u>3RD DECK</u>					
3-20-0-Q	N	N	Y		SPACE REQUIRES GAS FREE
3-32-2-A	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)
3-32-1-K	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)
3-36-1-A	Y	Y	Y		
3-36-2-T	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)
3-40-2-A	Y	Y	Y		
3-46-1-A	Y	Y	Y		
3-48-2-A	Y	Y	Y		
3-53-2-A	Y	Y	Y		
3-56-0-A	Y	Y	Y		
3-64-2-V	NOT DURING SHIP CHECK	N	Y		SPACE REQUIRES GAS FREE
3-64-1-V	NOT DURING SHIP CHECK	N	Y		SPACE REQUIRES GAS FREE

FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	IS THE SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOT	COMMENTS
3RD DECK					
3-84-0-E	Y	Y	Y	FRS 94-100 STBD SIDE SHELL, DECK TO OVERHEAD FR 95, PORT SIDE, ON TANK TOP	ACCESSIBLE HIDDEN LAGGED 100% (100% OF PORT SIDE SHELL ASSESSABLE) ACCESSIBLE HIDDEN LAGGED 100% (NOT ACCESSIBLE AREA - STBD FWD BHD 84 TO FRAME 93, 5'-6" OFF DECK ELECT PANELS)
3-93-1-Q	Y	Y	Y		ACCESSIBLE LAGGING 100% STBD SIDE
3-100-0-L	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100% (NOT ACCESSIBLE AREA PORT AND STBD FROM FRAME 115 TO AFT BHD 140, 6' 3" OFF DECK - BUNKS)
3-100-1-L	Y	Y	Y		LAGGING 100% AND SS 50% (SS INSTALLED 49" OFF DECK, FRAME 100 TO 113)
3-113-0-L	Y	Y	Y	FR 113-124, STBD SIDE OF SHELL, DECK TO OVERHEAD	LAGGING 100% AND SS 50% (SS INSTALLED 49" OFF DECK, FRAME 113 TO 123)
3-140-2-L	Y	Y	Y		LAGGING 100% AND SS 50% (SS INSTALLED 49" OFF DECK, FRAME 140 TO 155)

FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	IS THE SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOT	COMMENTS
3RD DECK					
3-140-1-L	Y	Y	Y		LAGGING 100% AND SS 50% (SS INSTALLED 49" OFF DECK, FRAMES 140 TO 155)
3-144-0-L	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100% (NOT ACCESSIBLE AREA, PORT & STBD FRAME 165 TO 180, 6'3" OFF DECK BUNKS)
3-156-2-Q	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100% (100% OF PORT SIDE SHELL ASSESSABLE)
3-154-1-Q	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)
3-180-2-C	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)
3-180-5-A	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)
3-196-2-A	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)
3-236-1-F	Y	N	Y		SPACE REQUIRES GAS FREE
3-236-2-F	Y	N	Y		SPACE REQUIRES GAS FREE
3-240-1-F	Y	N	Y		SPACE REQUIRES GAS FREE

FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	IS THE SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOT	COMMENTS
3RD DECK					
3-240-2-F	Y	N	Y		SPACE REQUIRES GAS FREE
3-272-2-F	Y	N	Y		SPACE REQUIRES GAS FREE
3-272-1-F	Y	N	Y		SPACE REQUIRES GAS FREE
3-278-1-F	Y	N	Y		SPACE REQUIRES GAS FREE
3-278-2-F	Y	N	Y		SPACE REQUIRES GAS FREE
3-286-2-F	Y	N	Y		SPACE REQUIRES GAS FREE
3-286-1-F	Y	N	Y		SPACE REQUIRES GAS FREE
3-292-8-F	Y	N	Y		SPACE REQUIRES GAS FREE
3-316-1-J	Y	N	Y		SPACE REQUIRES GAS FREE
3-322-1-J	Y	N	Y		SPACE REQUIRES GAS FREE
3-328-0-A	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)

FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	IS THE SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOT	COMMENTS
4TH DECK					
4-H-0-V	Y	N	Y		SPACE REQUIRES GAS FREE
4-20-0-W	Y	N	Y		SPACE REQUIRES GAS FREE
4-27-0-V	N	N	Y		SPACE REQUIRES GAS FREE FR 27 FR 32 P/S FROM 3' UP 26' 4 1/16
4-32-0-Q	Y	N	Y		
4-48-2-L	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)
4-48-1-Q	Y	Y	Y	FR 49-55 STBD SIDE OF SHELL, 4'-0' OFF DECK	ACCESSIBLE HIDDEN LAGGED 100% (NOT ACCESSIBLE AREA FRAME 50 TO AFT BHD 56, 4'-0' OFF DECK)
4-56-2-A	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)
4-56-0-M	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)

FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

<u>SPACE NUMBER</u>	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	IS THE SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOT	COMMENTS
4TH DECK					
4-64-0-Q	Y	N	Y		
4-100-0-E	Y	Y	Y	FR 100-101 STBD SIDE OF SHELL 6'BELOW GRATING	ACCESSIBLE HIDDEN LAGGED 100% (100% OF PORT & STBD SHELL ASSESSABLE)
4-100-0-Q	Y	Y	Y	TANK TOP FOR 5- 140 & 5-164-2F	STAINLESS STEEL 100% (100% OF PORT SIDE SHELL ASSESSABLE)
4-140-3-A	Y	N	Y		ACCESSIBLE HIDDEN LAGGED 100%(100% OF SHELL ASSESSABLE)
4-152-1-A	Y	N	Y		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)
4-160-0-Q	Y	N	Y		100% OF PORT AND STBD SHELL ASSESSABLE
4-172-1-E	Y	Y	Y	FR 174-180 STBD OF SHELL 6" BELOW GRATING BETWEEN L7-L9	100% OF PORT & STBD SHELL ASSESSABLE

FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	IS THE SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOT	COMMENTS
5TH DECK					
5-FF-0-V	N	N	N		INACCESSIBLE VOID FR 18 - FR 32, P/S. FROM STEM UP 4FT. FR 5 - FR 18, P/S. FROM STEM UP ~6FT; FR E -12, P/S. FROM STEM UP ~10FT
5-32-0-W	N	N	Y		SPACE REQUIRES GAS FREE
5-51-0-Q	Y	N	Y		100% OF PORT & STBD SHELL ASSESSABLE
5-56-0-F	N	N	Y		SPACE REQUIRES GAS FREE
5-64-0-F	N	N	Y		SPACE REQUIRES GAS FREE
5-84-2-F	N	N	N		SPACE REQUIRES GAS FREE
5-84-1-F	N	N	N		SPACE REQUIRES GAS FREE
5-100-2-W	N	N	N		SPACE REQUIRES GAS FREE
5-100-1-W	N	N	N		SPACE REQUIRES GAS FREE
5-100-4-F	N	N	Y		SPACE REQUIRES GAS FREE
5-100-3-F	N	N	Y		SPACE REQUIRES GAS FREE
5-116-2-F	N	N	Y		SPACE REQUIRES GAS FREE
5-116-1-F	N	N	Y		SPACE REQUIRES GAS FREE

FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	IS THE SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOT	COMMENTS
5TH DECK					
51/2-116-0-V	N	N	N		INACCESSIBLE VOID FR 116 - FR 132, P/S FROM KEEL UP ~4FT
5-132-0-F	N	N	N		SPACE REQUIRES GAS FREE
5-137-1-T	N	N	N		SPACE REQUIRES GAS FREE
5-140-2-F	N	N	N		SPACE REQUIRES GAS FREE
5-140-1-F	N	N	N		SPACE REQUIRES GAS FREE
5-164-0-F	N	N	N		SPACE REQUIRES GAS FREE
5-164-2-F	N	N	N		SPACE REQUIRES GAS FREE
5-164-1-F	N	N	N		SPACE REQUIRES GAS FREE
5-170-0-F	N	N	N		SPACE REQUIRES GAS FREE
5-180-0-E	Y	Y	Y	FRAME 180, PORT 15'-0" OFF CL, 8' SQFT	SHELL NON-ASSESSABLE ON PORT SIDE FRAME 180 TO 195, FRAME 204 TO 212, OVERHEAD TO BILGE, TANK & FND
5-180-01-E	Y	Y	Y		100% OF STBD SHELL ASSESSABLE
5-192-2-F	N	N	Y		SPACE REQUIRES GAS FREE
5-201-1-F	N	N	Y		SPACE REQUIRES GAS FREE
5-201-3-F	N	N	Y		SPACE REQUIRES GAS FREE

FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	IS THE SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOT	COMMENTS
5TH DECK					
5-204-2-F	N	N	N		SPACE REQUIRES GAS FREE
5-204-1-F	N	N	N		SPACE REQUIRES GAS FREE
5-212-0-E(UL)	Y	Y	Y	FRS 215-220 PORT SIDE OF SHELL, U/L BETWEEN L13- L14	ACCESSIBLE HIDDEN LAGGED UPPER LEVEL. (NOT ACCESSIBLE AREA, PORT SIDE FRAME 220 TO 224, 5'-0" OFF U/L GRATING VOLTAGE REGULATOR)
5-212-0-E(LL)	Y				ASSESSABLE HIDDEN, LAGGED LOWER LEVEL, ACCESSIBLE AREA PORT FRAME 212 TO 228, L10 TO BILGE AREA, STBD FRAME 212 TO 228 L8 TO BILGE AREA. (NOT ACCESSIBLE AREA - PORT & STBD FRAME 228 TO 250, FROM U/L TO BILGE AREA FUEL OIL HEATER)
5-220-2-W	N	N	N		SPACE REQUIRES GAS FREE
5-222-1-F	N	N	N		SPACE REQUIRES GAS FREE

FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	IS THE SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOT	COMMENTS
5TH DECK					
5-226-2-E	Y	Y	Y		SHELL NON-ASSESSABLE FRAME 225 TO 229, 4'-2" OFF U/L GRATING, FRAME 235 TO 250, 6'-3" OFF U/L GRATING - AIR FLASK, MANIFOLD & FUEL TANK
5-226-1-E	Y	Y	Y		SHELL NON-ASSESSABLE FRAME 225 TO 229, 4'-2" OFF U/L GRATING, FRAME 235 TO 250, 6'-3" OFF U/L GRATING, AIR FLASK, MANIFOLD & FUEL TANK
5-250-0-E	Y	Y	Y	FR 271-272 PORT SIDE OF SHELL TOP OF L0 TANK TOP	LAGGED EXCEPT FOR BILGE AREA, AT 18" ABOVE GRATING INTO BILGE AREA, (SHELL NON-ASSESSABLE ON PORT 1'-0" AFT OF FRAME 270 TO FRAME 292, FROM 5'-0" OFF GRATING, STBD FRAME 265 TO 270 FROM 1'-0" FROM OVERHEAD TO 6" BELOW GRATING, 14" AFT OF FRAME 270 TO 273, 5'-0" OFF GRATING POWER PANELS)

FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	IS THE SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOT	COMMENTS
5TH DECK					
5-250-0-E (CONT'D)	Y	Y	Y	FR 250 PORT SIDE OF SHELL, BETWEEN L9-L12	
5-250-0-E (CONT'D)	Y	Y	Y	FR 258-264 STBD SIDE OF SHELL, BETWEEN L9-L12	
5-250-1-F	N	N	N		SPACE REQUIRES GAS FREE
5-250-2-F	N	N	N		SPACE REQUIRES GAS FREE
5-270-0-F	N	N	N		SPACE REQUIRES GAS FREE
5-276-0-F	N	N	N		SPACE REQUIRES GAS FREE
5-290-2-F	N	N	N		SPACE REQUIRES GAS FREE
5-292-0-E	Y	Y	Y	FR 316-328 PORT SIDE OF SHELL BETWEEN L5-L9	ACCESSIBLE HIDDEN LAGGED, ASSESSABLE AREA PORT FRAME 292 TO 318, DK GRATING TO OVERHEAD (SHELL NON-ASSESSABLE ON PORT FRAME 318 TO 328, 2'-0" FROM GRATING TO OVERHEAD OF SPACE, STBD FRAME 292 TO 300, 3'-0" OFF GRATING

FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	IS THE SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOT	COMMENTS
5TH DECK					
5-292-0-E (CONT'D)	Y	Y	Y	FR 316-328 PORT SIDE OF SHELL BETWEEN L5-L9	TO OVERHEAD, FRAME 305 TO 308, 3'-0" OFF GRATING TO OVERHEAD, FRAME 313 TO 328, 6'-3" OFF GRATING & POWER PANELS
5-292-0-E (CONT'D)			Y	FR 292-328 PORT SIDE OF SHELL BETWEEN L1-L3	
5-292-1-W	N	N	N		SPACE REQUIRES GAS FREE
5-292-2-W	N	N	N		SPACE REQUIRES GAS FREE
5-292-3-W	N	N	N		SPACE REQUIRES GAS FREE
5-308-2-W	N	N	N		SPACE REQUIRES GAS FREE
5-308-1-W	N	N	N		SPACE REQUIRES GAS FREE
5-328-0-J	N	N	N		SPACE REQUIRES GAS FREE
5-328-2-W	N	N	N		SPACE REQUIRES GAS FREE

FFG-7 CLASS STRUCTURAL ASSESSMENT MATRIX

SPACE NUMBER	SPACE ASSESSABLE	LAGGING INSTALLED ON BHD	IS THE SPACE INSPECTED DURING SEMAT 1	HISTORICAL HOT SPOT	COMMENTS
5TH DECK					
5-328-1-W	N	N	N		SPACE REQUIRES GAS FREE
5-344-0-J	N	N	N		SPACE REQUIRES GAS FREE
5-368-0-V	N	N	N		SPACE REQUIRES GAS FREE
5-386-0-V	N	N	N		INACCESSIBLE VOID FRAME 386 TO 392, P/S, FROM KEEL UP ~2FT; FRAME 392 TO 400, S, FROM KEEL UP ~2FT; FRAME 400 TO 408 P/S FROM KEEL UP ~2FT
5-392-0-V	N	N	N		SPACE REQUIRES GAS FREE
5-368-0-E	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)
5-376-1-A	Y	Y	Y		ACCESSIBLE HIDDEN LAGGED 100% (100% OF SHELL ASSESSABLE)